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मानक

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“जानने का अधिकार, जीने का अधिकार”

Mazdoor Kisan Shakti Sangathan

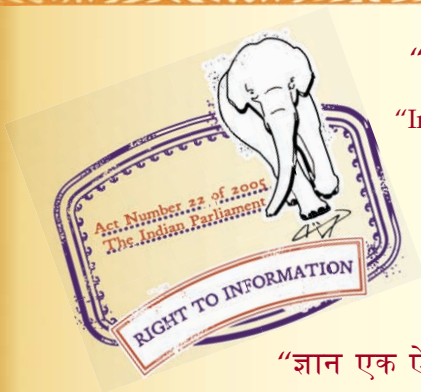
“The Right to Information, The Right to Live”

“पुराने को छोड़ नये के तरफ”

Jawaharlal Nehru

“Step Out From the Old to the New”

IS 6566 (2001): Series 1 Freight containers -
Classification, dimensions and ratings [TED 12: Freight
Containers and Pallets]



“ज्ञान से एक नये भारत का निर्माण”

Satyanarayan Gangaram Pitroda

“Invent a New India Using Knowledge”



“ज्ञान एक ऐसा खजाना है जो कभी चुराया नहीं जा सकता है”

Bhartrhari—Nitiśatakam

“Knowledge is such a treasure which cannot be stolen”

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भारतीय मानक
श्रेणी 1 मालधारक — वर्गीकरण, आयाम और रेटिंग
(तीसरा पुनरीक्षण)

Indian Standard
SERIES 1 FREIGHT CONTAINERS —
CLASSIFICATION, DIMENSIONS AND RATINGS
(*Third Revision*)

ICS 55.180.10

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BUREAU OF INDIAN STANDARDS
MANAK BHAVAN, 9 BAHADUR SHAH ZAFAR MARG
NEW DELHI 110002

NATIONAL FOREWORD

This Indian Standard (Third Revision) which is identical with ISO 668 : 1995 'Series 1 freight containers — Classification, dimensions and ratings' issued by the International Organization for Standardization (ISO) was adopted by the Bureau of Indian Standards on the recommendations of Freight Containers and Pallets Sectional Committee and approval of the Transport Engineering Division Council.

The text of ISO Standard has been approved for publication as Indian Standard without deviations. Certain terminology and conventions are, however, not identical to those used in Indian Standards. Attention is particularly drawn to the following:

- a) Wherever the words 'International Standard' appear referring to this standard, they should be read as 'Indian Standard'.
- b) Comma (,) has been used as a decimal marker while in Indian Standards, the current practice to use a full point (.) as the decimal marker.

In this adopted standard, reference appears to certain International Standards for which Indian Standards also exist. The corresponding Indian Standards which are to be substituted in their place are listed below along with their degree of equivalence for the editions indicated:

<i>International Standard</i>	<i>Corresponding Indian Standard</i>	<i>Degree of Equivalence</i>
ISO 1161 : 1984	IS 7694 : 1992 Series 1 freight containers — Corner fittings — Specification (<i>second revision</i>)	Identical
ISO 1496 - 1 : 1990	IS 13288 (Part 1) : 1993 Series 1 freight containers — Specification and testing: Part 1 General cargo containers for general purposes	do
ISO 1496 - 2 : 1996	IS 13288 (Part 2) : 2001 Series 1 freight containers — Specification and testing: Part 2 Thermal containers (<i>first revision</i>)	do
ISO 6346 : 1995	IS 6928 : 2001 Freight containers — Coding, identification and marking (<i>third revision</i>)	do

AMENDMENT 2: 45' containers

Add the following to Table 1, before row 1AAA:

Table 1 — Nominal lengths

1EEE 1EE	13,716 ¹⁾	45 ¹⁾
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Insert the following to 5.3.2.2:

In the second paragraph, insert "1EE," before 1AA.

In the last paragraph, insert "1EEE," before 1AAA.

Insert the following in Table 2, before row 1AAA:

1EEE	13 716 ²⁾	0 -10	45	0 3/8	2 438	0 -5	8	0 -3/16	2 896 ²⁾	0 -5	96	0 -3/16	30 480 ²⁾	67 200 ²⁾
1EE									2 591 ²⁾	0 -5	86	0 -3/16		

Insert the following in Table 3, before row 1AAA:

1EEE 1EE	Nominal container external height minus 241 mm	2 330	13 542	2 566 2 261	2 286
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Insert the following in Table A.1, before row 1AAA:

1EEE 1EE	13 509	44 3 7/8	2 259	7 4 31/32	19	3/4	10	3/8
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AMENDMENT NO. 1 & 2 JANUARY 2010
TO
IS 6566 : 2001 SERIES 1 FREIGHT CONTAINERS — CLASSIFICATION,
DIMENSIONS AND RATINGS

(Third Revision)

AMENDMENT 1

Page 3, 5.2.2

Replace the existing Warning text with the following:

WARNING — "Recognizing that there will always be a need for special containers for particular traffic, attention is drawn to the fact that numerous containers exist which have length and width dimensions similar to those of ISO Series 1 containers but have ratings and/or heights in excess of those defined by this International Standard. This may include containers having maximum gross masses in excess of the ratings of Table 2. They may not, therefore, be fully intermodal worldwide and their operation could require special arrangements."

Page 4, Table 2, two right hand columns

For 1BBB, 1BB, 1B, 1BX, 1CC, 1C and 1CX containers, replace the rating *R* by 30 480 kg and 67 200 lb, respectively.

Page 4, Table 2: conversion of "mm" in "in" on the tolerances

For 1BBB, 1BB, 1B and 1BX containers, the tolerance in "in" on length *L* shall be modified to " $\begin{smallmatrix} 0 \\ -3/8 \end{smallmatrix}$ " instead of " $\begin{smallmatrix} 0 \\ -3/16 \end{smallmatrix}$ ".

Page 3, after the text of 5.2.2

Add a new paragraph 5.2.3 after the existing 5.2.2, as follows:

"5.2.3 Gooseneck tunnels (optional)

Gooseneck tunnels may be provided as optional features in containers 1AAA, 1AA, 1A, 1AX, 1BBB, 1BB, 1B and 1BX. The dimensional requirements for such devices are specified in Annex C."

Page 7, after Annex A

Add two Annexes B and C as follows.

Annex B (normative)

Details of requirements for load transfer areas in base structures of containers

B.1 The base structures of containers, i.e. the end transverse members and such intermediate members as may be fitted (or such flat underside as may be provided) to constitute load transfer areas, shall be capable of transferring load to or from the longitudinal members of a carrying vehicle which are assumed to lie within the two 375 mm (15 in) wide zones defined (by the broken lines) in Figure B.1.

B.2 Containers not having transverse members spaced 1 000 mm (39 in) apart or less (and not having a flat underside) shall have load transfer areas as indicated in Figures B.2 to B.9, capable of meeting the following requirements.

B.2.1 Each pair of load transfer areas associated with an end transverse member shall be capable of transferring loads of not less than $0,5 R$, i.e. the loads which may occur when a container is placed onto a carrying vehicle of the kind which does not support the container by its corner fittings.

Furthermore, each pair of intermediate load transfer areas shall be capable of transferring loads of not less than $1,5 R/n$, where n is the number of pairs of intermediate load transfer areas, i.e. loads which may occur during transport operations.

B.2.2 The minimum number of pairs of load transfer areas are :

- 4 for 1CC, 1C and 1CX containers;
- 5 for 1BBB, 1BB, 1B and 1BX containers;
- 5 for 1AAA, 1AA, 1A and 1AX containers;
- 6 for 1AAA, 1AA, 1A and 1AX containers fitted with a non-continuous gooseneck tunnel.

Where a greater number of pairs of load transfer areas are provided, these should be approximately equally spaced along the length of the container.

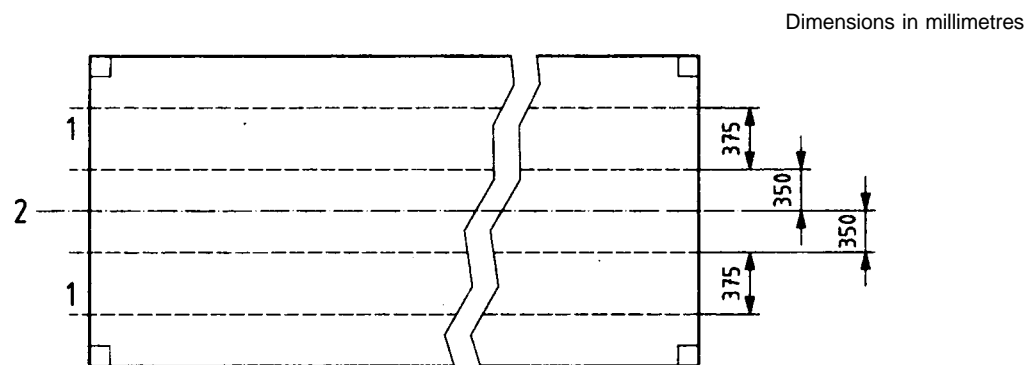
B.2.3 The spacing between the end transverse member and the nearest intermediate pair of load transfer areas shall be

- between 1 700 mm and 2 000 mm (66 15/16 in to 78 ¾ in) for containers having the minimum number of pairs of load transfer areas for the container concerned, and
- between 1 000 mm and 2 000 mm (39 ½ in to 78 ¾ in) for containers having one more pair of load transfer areas than the minimum required for the containers concerned.

B.2.4 Each load transfer area shall have a longitudinal dimension of at least 25 mm (1 in).

B.3 Minimum requirements for load transfer areas in the vicinity of the gooseneck tunnel are shown in Figure B.10.

NOTE In Figures B.2 to B.9, the load transfer areas associated with the container base are shown in black. Gooseneck tunnel transfer areas are shown in black in Figure B.10.



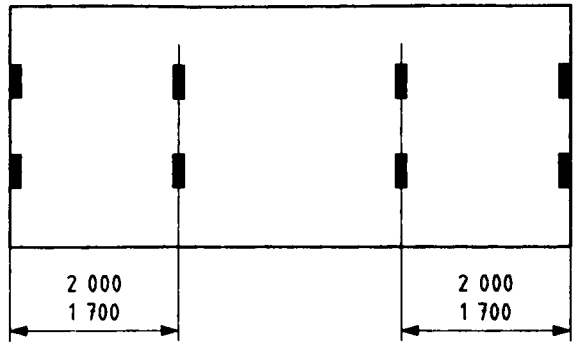
Key

- 1 zone
- 2 central axis

NOTE 375 mm corresponds to 15 in, 350 mm corresponds to 14 in.

Figure B.1 — Base structures of containers

Dimensions in millimetres

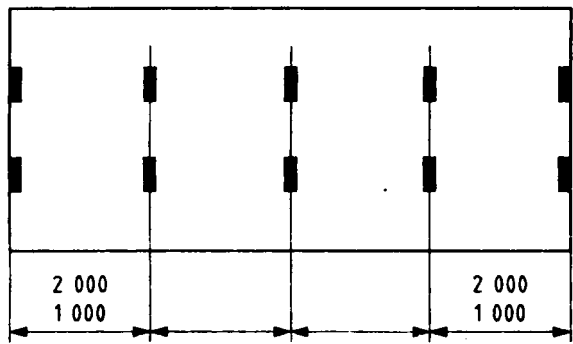


Minimum requirements: 4 pairs of load transfer areas (1 pair at each end plus 2 intermediate pairs)

NOTE 1 700 mm to 2 000 mm corresponds to 66 15/16 in to 78 3/4 in.

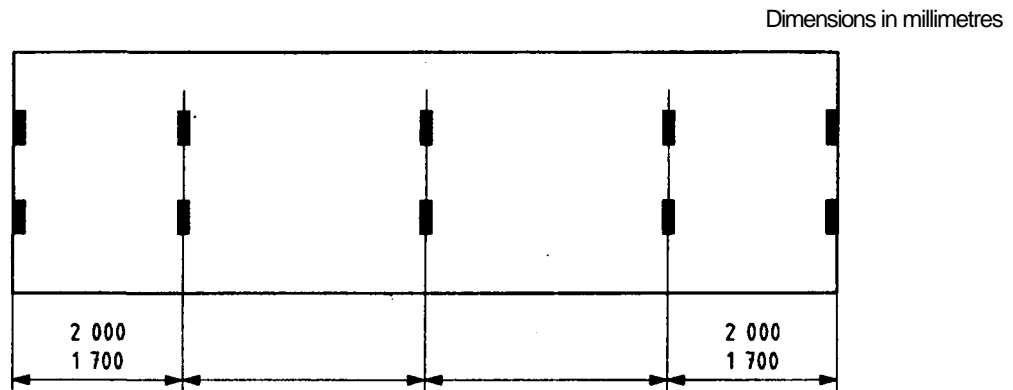
Figure B.2 — 1CC, 1C or 1CX containers — Minimum requirements

Dimensions in millimetres



NOTE 1 000 mm to 2 000 mm corresponds to 39 1/8 in to 78 3/4 in.

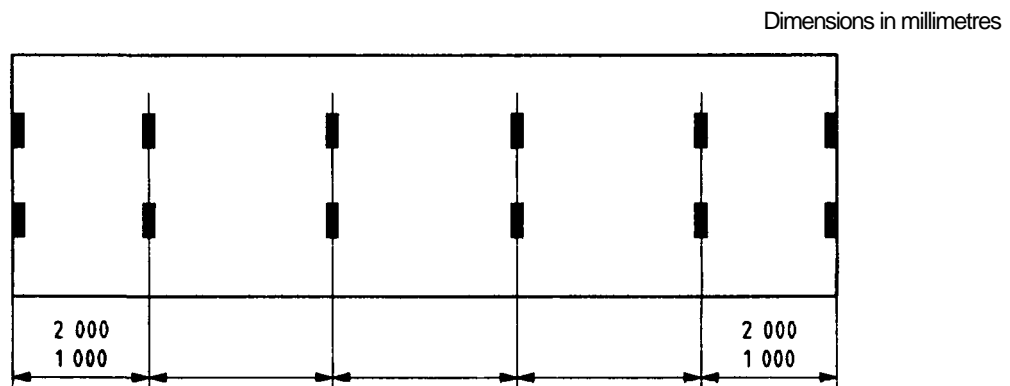
Figure B.3 — 1CC, 1C or 1CX containers — Requirements if 5 pairs of load transfer areas are to be fitted



Minimum requirements: 5 pairs of load transfer areas (1 pair at each end plus 3 intermediate pairs)

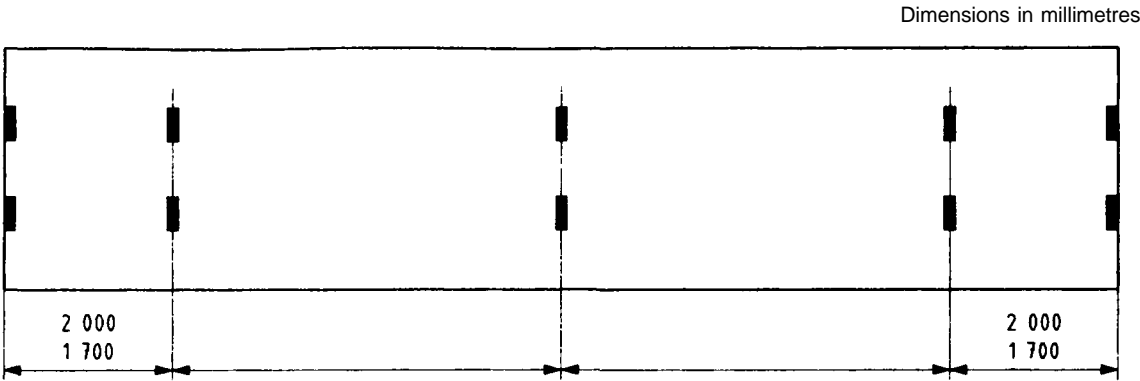
NOTE 1 700 mm to 2 000 mm corresponds to 66 15/16 in to 78 3/4 in.

Figure B.4 — 1BBB, 1BB, 1B or 1BX containers — Minimum requirements



NOTE 1 000 mm to 2 000 mm corresponds to 39 1/8 in to 78 3/4 in.

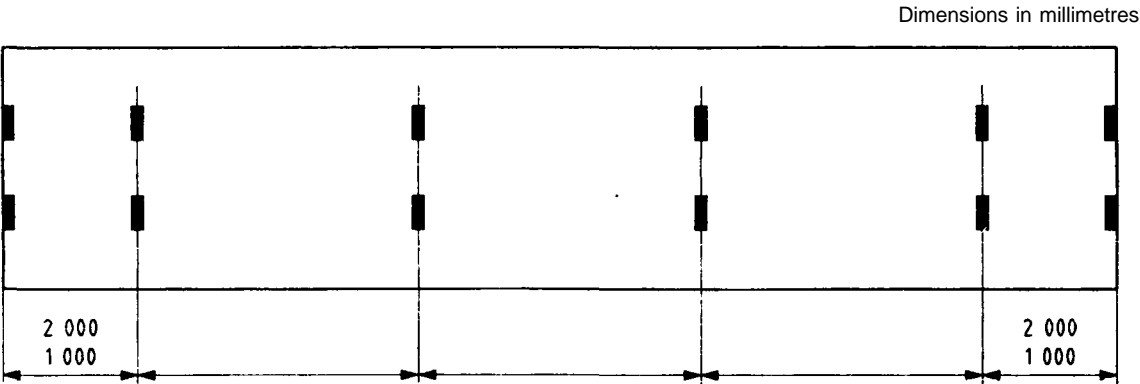
Figure B.5 — 1BBB, 1BB, 1B or 1BX containers — Requirements if 6 pairs of load transfer areas are to be fitted



Minimum requirements: 5 pairs of load transfer areas (1 pair at each end plus 3 intermediate pairs)

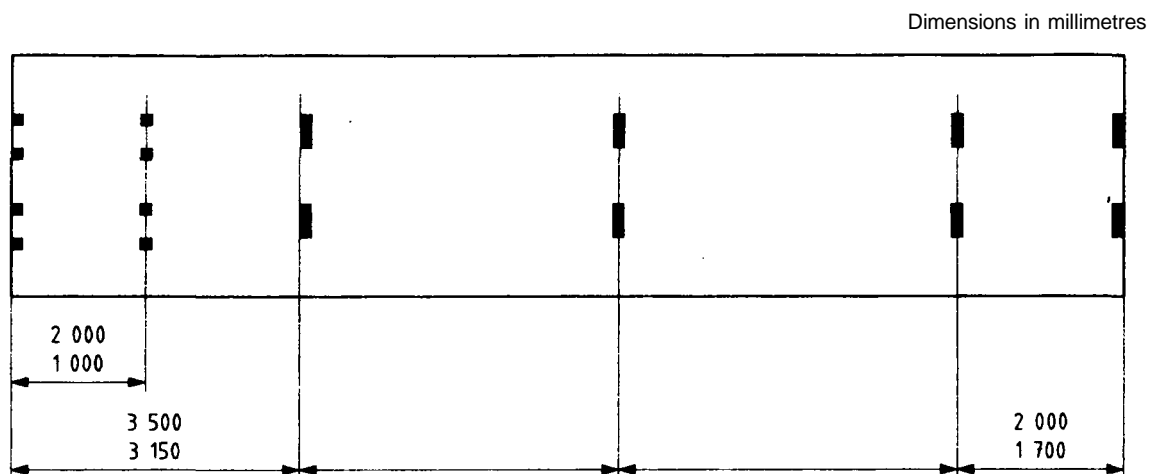
NOTE 1 700 mm to 2 000 mm corresponds to 66 15/16 in to 78 3/4 in.

Figure B.6 — 1AA, 1A or 1AX containers without gooseneck tunnel — Minimum requirements



NOTE 1 000 mm to 2 000 mm corresponds to 39 1/4 in to 78 3/4 in.

Figure B.7 — 1AA, 1A or 1AX containers without gooseneck tunnel — Requirements if 6 pairs of load transfer areas are to be fitted



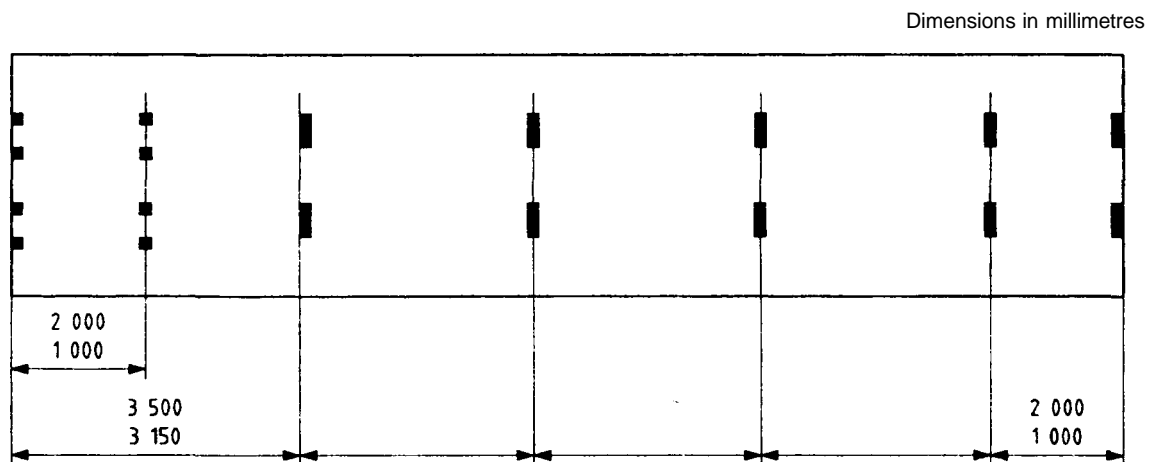
Minimum requirements: 6 pairs of load transfer areas (1 pair at each end plus 4 intermediate pairs)

Minimum localized structure

See also Figure B.10

NOTE 1 000 mm to 2 000 mm corresponds to 39 $\frac{3}{4}$ in to 78 $\frac{3}{4}$ in, 1 700 mm to 2 000 mm corresponds to 66 $\frac{15}{16}$ in to 78 $\frac{3}{4}$ in, 3 150 mm to 3 500 mm corresponds to 124 $\frac{1}{4}$ in to 137 $\frac{3}{4}$ in.

Figure B.8 — 1 AAA, 1AA, 1A or 1AX containers with gooseneck tunnel — Minimum requirements



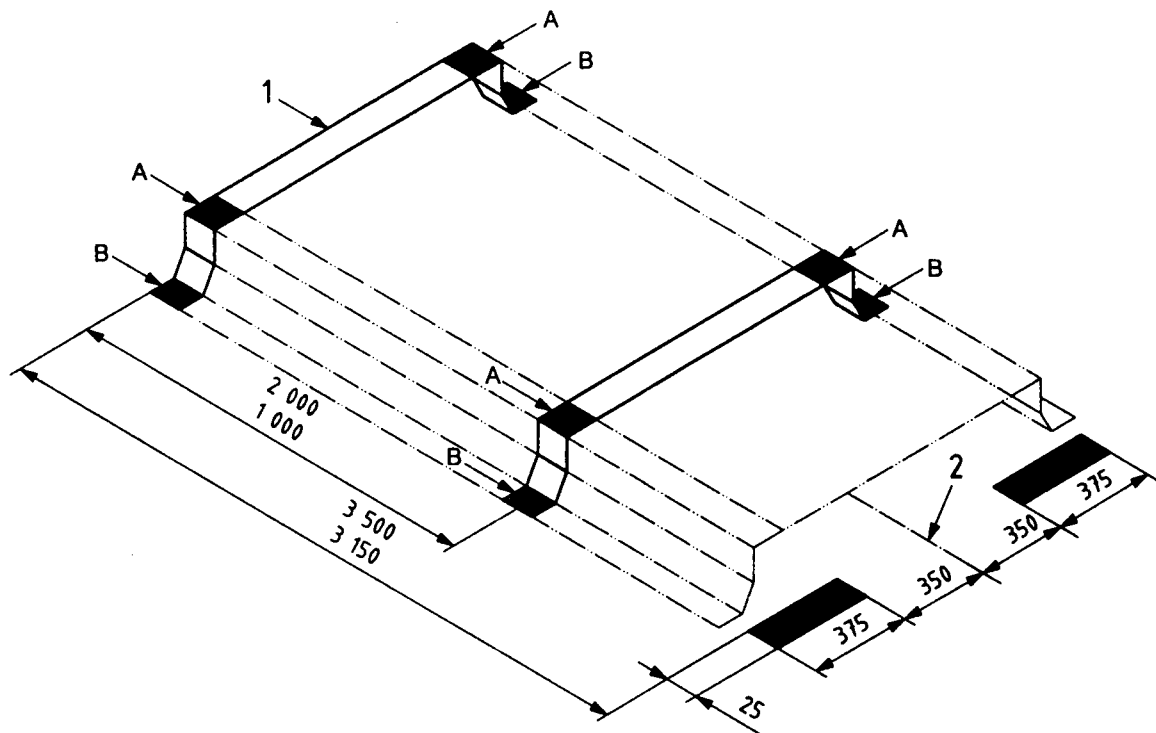
Minimum localized structure

See also Figure B.10

NOTE 1 000 mm to 2 000 mm corresponds to 39 in to 78 $\frac{3}{4}$ in. 3 150 mm to 3 500 mm corresponds to 124 $\frac{1}{4}$ in to 137 $\frac{3}{4}$ in.

Figure B.9 — 1AAA, 1AA, 1A or 1AX containers with gooseneck tunnel — Requirements if 7 pairs of load transfer areas are to be fitted

Dimensions in millimetres



Key

- 1 front of container
- 2 central axis

Each load transfer area at the tunnel has 2 components, an upper component (A) and a lower component (B). This paired set, A and B, shall be taken as one load transfer area and the sum of the two components, A + B, shall be equal to or greater than 1 250 mm² (1,94 in²).

NOTE 1 1 000 mm to 2 000 mm corresponds to 39 3/8 in to 78 3/4 in, 3 150 mm to 3 500 mm corresponds to 124 3/4 in to 137 3/4 in, 25 mm corresponds to 1 in; 350 mm corresponds to 14 in, 375 mm corresponds to 15 in.

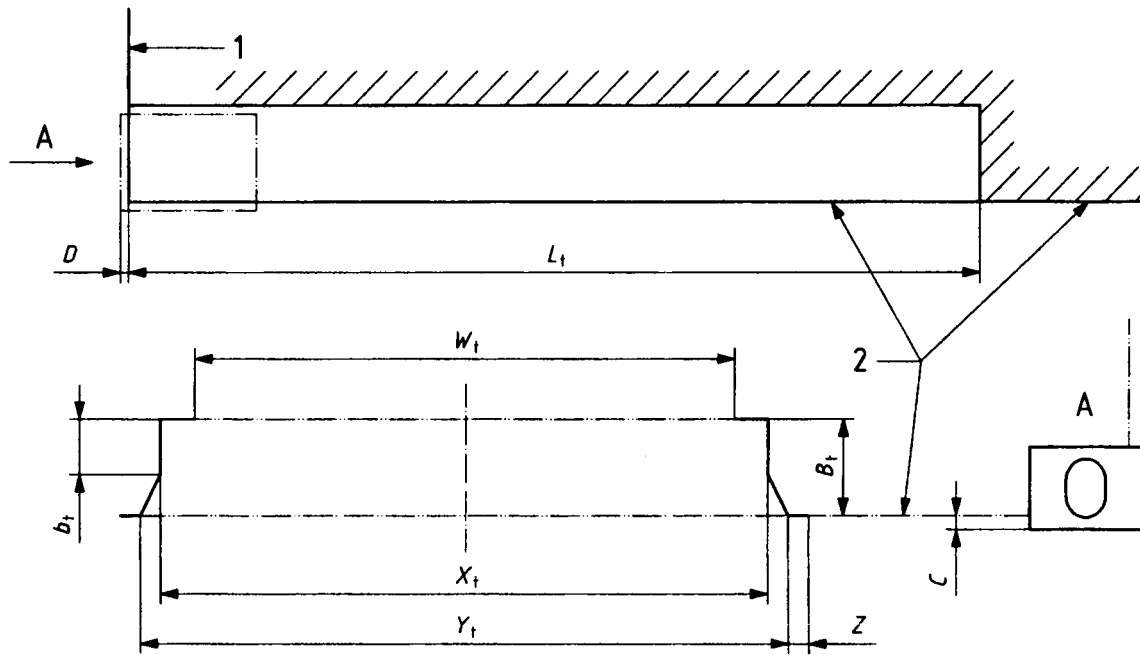
NOTE 2 Where continuous tunnel side members are provided, the load transfer areas shown between 3 150 mm (124 3/4 in) and 3 500 mm (137 3/4 in) from the end of the container may be omitted.

Figure B.10 — Minimum requirements for load transfer areas in the vicinity of the gooseneck tunnel

Annex C (normative)

Dimensions of gooseneck tunnels

The space required to constitute a gooseneck tunnel, where provided, into which the gooseneck of a trailer may fit is shown in Figure C.1.



Key

- 1 face of front transverse member
- 2 level of transverse members

		Dimensions	
		mm	in
Length	L_t	3 150 to 3 500	124 $\frac{1}{4}$ to 137 $\frac{3}{8}$
	D	6^{+1}_{-2}	$1/4^{+3/64}_{-3/32}$
Width	W_t	930 max.	36 $\frac{3}{8}$ max.
	X_t	1029^{+3}_{-0}	$40 \frac{1}{2}^{+1/8}_{-0}$
	Y_t	1 070 min. 1 130 max.	42 $\frac{1}{8}$ min. 44 $\frac{1}{2}$ max.
	Z	25 min.	1 min.
Height	B_t	120^{+0}_{-3}	$40 \frac{23}{32}^{+0}_{-1/8}$
	b_t	35 min. 70 max.	1 $\frac{3}{8}$ min. 2 $\frac{3}{4}$ max.
	C	$12,5^{+5}_{-1.5}$	$1/2^{+3/16}_{-1/16}$

NOTE 1 Measure tolerance B_t in the back part of the tunnel, over a length of about 600 mm (23 $\frac{3}{8}$ in).

NOTE 2 The tunnel structure may be formed by continuous members having the minimum length specified in the table and the internal dimensions given for the thick lines in the figure or, alternatively, localized structures may be provided at the positions shown in black in Figure B.10.

Figure C.1 — Dimensions of gooseneck tunnels

Indian Standard

SERIES 1 FREIGHT CONTAINERS — CLASSIFICATION, DIMENSIONS AND RATINGS (Third Revision)

1 Scope

This International Standard establishes a classification of series 1 freight containers based on external dimensions, and specifies the associated ratings and, where appropriate, the minimum internal and door opening dimensions for certain types of containers.

These containers are intended for intercontinental traffic.

This International Standard summarizes the external and some of the internal dimensions of series 1 containers. The dimensions of each type of container are defined in the appropriate part of ISO 1496, which is the authoritative document for internal container dimensions.

2 Normative references

The following standards contain provisions which, through reference in this text, constitute provisions of this International Standard. At the time of publication, the editions indicated were valid. All standards are subject to revision, and parties to agreements based on this International Standard are encouraged to investigate the possibility of applying the most recent editions of the standards indicated below. Members of IEC and ISO maintain registers of currently valid International Standards.

ISO 1161:1984, *Series 1 freight containers — Corner fittings — Specification*.

ISO 1496-1:1990, *Series 1 freight containers — Specification and testing — Part 1: General cargo containers for general purposes*.

ISO 1496-2:—¹⁾, *Series 1 freight containers — Specification and testing — Part 2: Thermal containers*.

ISO 6346:1995, *Freight containers — Coding, identification and marking*.

3 Definitions

For the purposes of this International Standard, the following definitions apply. See also ISO 830:1981, *Freight containers — Terminology*.

3.1 freight container: Article of transport equipment

- a) of a permanent character and accordingly strong enough to be suitable for repeated use;
- b) specially designed to facilitate the carriage of goods by one or more modes of transport, without intermediate reloading;
- c) fitted with devices permitting its ready handling, particularly its transfer from one mode of transport to another;
- d) so designed as to be easy to fill and empty;
- e) having an internal volume of 1 m³ (35,3 ft³) or more.

The term "freight container" includes neither vehicles nor conventional packing.

3.2 ISO container: Freight container complying with all relevant ISO container standards in existence at the time of its manufacture.

1) To be published. (Revision of ISO 1496-2:1988)

3.3 rating, *R*: The gross mass²⁾, *R*, of a container which is both the maximum mass for operation and the minimum mass for testing.

3.4 nominal dimensions: Those dimensions, disregarding tolerances and rounded to the nearest convenient whole number, by which a container may be identified.

Nominal dimensions are usually expressed in imperial units.

3.5 internal dimensions: Dimensions of the largest unobstructed rectangular parallelepiped which could be inscribed in the container if inward protrusions of the top corner fittings are disregarded.

Except where otherwise stated, the term "internal dimensions" is synonymous with the term "unobstructed internal dimensions".

3.6 door opening: Term usually reserved for the definition of the size of the (end) door aperture, i.e. the width and height dimensions of the largest parallelepiped which could possibly be passed into the container through the door aperture in question.

4 Classification and designation

Series 1 freight containers have a uniform width of 2 438 mm (8 ft).

The nominal lengths are listed in table 1.

Containers 2 896 mm (9 ft 6 in) in height are designated 1AAA and 1BBB.

Containers 2 591 mm (8 ft 6 in) in height are designated 1AA, 1BB and 1CC.

Containers 2 438 mm (8 ft) in height are designated 1A, 1B, 1C and 1D.

Containers less than 2 438 mm (8 ft) in height are designated 1AX, 1BX, 1CX and 1DX.

NOTE 1 The letter "X" used in the designation has no specific connotation other than to indicate that the height of the container is between 0 and 2 438 mm (8 ft).

Table 1 — Nominal lengths

Freight container designation	Nominal length	
	m	ft
1AAA 1AA 1A 1AX	12 ¹⁾	40 ¹⁾
1BBB 1BB 1B 1BX	9	30
1CC 1C 1CX	6	20
1D 1DX	3	10
1) In certain countries there are legal limitations to the overall length of vehicle and load.		

5 Dimensions, tolerances and ratings

5.1 Reference temperature for measurements

The dimensions and tolerances apply when measured at the temperature of 20 °C (68 °F); measurements taken at other temperatures shall be adjusted accordingly.

5.2 External dimensions, tolerances and ratings

5.2.1 External dimensions and tolerances

The external dimensions and permissible tolerances given in table 2 are applicable to all types of containers, except that a reduced height is permissible for tank, open top, bulk, platform and platform-based type containers.

5.2.2 Ratings

The ratings given in table 2 are applicable to all types of containers, except that for particular traffic higher values are permissible for 1BBB, 1BB, 1B, 1BX, 1CC, 1C and 1CX containers of any type. Such containers are considered as ISO containers provided that their maximum gross mass (*R*) does not exceed 30 480 kg and that they are tested and marked to these ratings (see 3.3).

2) In some countries, in order to conform to current commercial practice, the term "weight" is used (incorrectly) instead of "mass".

WARNING — Recognizing that there will always be a need for special containers for particular traffic, attention is drawn to the fact that numerous containers exist which have length and width dimensions similar to those of ISO series 1 containers but have ratings and/or heights in excess of those defined by this International Standard. They may not be intermodal worldwide and their operation could require special arrangements.

5.3 Internal dimensions and door openings

5.3.1 Dimensions with projecting top corner fitting

Where a top corner fitting projects into the internal space (specified by table 3), that part of the corner fitting projecting into the container shall not be considered as reducing the size of the container.

5.3.2 General cargo containers for general purposes (see ISO 1496-1)

The type code numbers shall be in accordance with ISO 6346.

5.3.2.1 Minimum internal dimensions

Internal dimensions of containers shall be as large as possible, but, in any case,

- closed containers type 00 shall comply with the requirements for minimum internal length, width and height given in table 3;
- containers type 02, having partial opening(s) in the side(s), shall comply with the requirements for minimum internal length and height given in table 3;
- containers type 03, having an opening roof, shall comply with the requirements for minimum internal length and width given in table 3;
- containers types 01 and 04, having openings in the side(s) and/or roof, shall comply with the requirements for minimum internal length given in table 3;
- closed, vented containers types 10 and 11 shall comply with the requirements for minimum internal length, width and height given in table 3;
- closed, ventilated containers type 13 shall comply with the requirements for minimum internal length, width and height given in table 3.

5.3.2.2 Minimum door opening dimensions

Closed-type containers designated 1A, 1B, 1C and 1D (types 00 and 02) shall have a door opening, preferably having dimensions equal to those of the internal cross-section (height and width) of the containers and, in any case, not less than the values given in table 3.

Closed-type containers designated 1AA, 1BB and 1CC (types 00 and 02) shall have a door opening, preferably having dimensions equal to those of the internal cross-section (height and width) of the containers and, in any case, not less than the values given in table 3.

Closed-type containers designated 1AAA and 1BBB (types 00 and 02) shall have a door opening, preferably having dimensions equal to those of the internal cross-section (height and width) of the containers and, in any case, not less than the values given in table 3.

5.3.3 Thermal containers (see ISO 1496-2)

The internal dimensions and door openings of thermal containers shall be as large as possible. Door openings shall preferably have dimensions equal to those of the internal cross-section of the containers.

The internal dimensions shall be measured from inner faces of battens, bulkheads, ceiling air ducts, floor air ducts, etc., where fitted.

The minimum internal width shall be 2 200 mm (7 ft 2 5/8 in) for container types 20, 21, 22, 30, 31, 32, 40, 41 and 42.

5.3.4 Other types of container

The internal dimensions, door openings and end openings (if any) shall be as large as possible.

5.4 Corner fitting locations

Centre-to-centre distances (length and width) and diagonal tolerances for corner fittings are given in annex A.

Table 2 — External dimensions, permissible tolerances and ratings for series 1 freight containers

Freight container designation	Length, L				Width, W				Height, H				Rating, R ¹⁾ (gross mass)	
	tol.		tol.		tol.		tol.		tol.		tol.		kg	lb
	mm		ft in	in	mm		ft in	in	mm		ft in	in		
1AAA	12 192	0 -10	40	0 -3/8	2 438	0 -5	8	0 -3/16	2 896 ²⁾	0 -5	9 6 ²⁾	0 -3/16	30 480 ²⁾	67 200 ²⁾
1AA									2 591 ²⁾	0 -5	8 6 ²⁾	0 -3/16		
1A									2 438	0 -5	8	0 -3/16		
1AX									< 2 438		< 8			
1BBB	9 125	0 -10	29 11 1/4	0 -3/16	2 438	0 -5	8	0 -3/16	2 896 ²⁾	0 -5	9 6 ²⁾	0 -3/16	25 400 ²⁾	56 000 ²⁾
1BB									2 591 ²⁾	0 -5	8 6 ²⁾	0 -3/16		
1B									2 438	0 -5	8	0 -3/16		
1BX									< 2 438		< 8			
1CC	6 058	0 -6	19 10 1/2	0 -1/4	2 438	0 -5	8	0 -3/16	2 591 ²⁾	0 -5	8 6 ²⁾	0 -3/16	24 000 ²⁾	52 900 ²⁾
1C									2 438	0 -5	8	0 -3/16		
1CX									< 2 438		< 8			
1D	2 991	0 -5	9 9 3/4	0 -3/16	2 438	0 -5	8	0 -3/16	2 438	0 -5	8	0 -3/16	10 160	22 400
1DX									< 2 438		< 8			

1) See 5.2.2.
2) In certain countries there are legal limitations to the overall height of vehicle and load (for example for rail/road service).

Table 3 — Minimum internal dimensions and door opening dimensions for series 1 freight containers

Dimensions in millimetres

Freight container designation	Minimum internal dimensions			Minimum door opening dimensions	
	Height	Width	Length	Height	Width
1AAA	Nominal container external height minus 241 mm	2 330	11 998	2 566	2 286
1AA			11 998	2 261	
1A			11 998	2 134	
1BBB			8 931	2 566	
1BB			8 931	2 261	
1B			8 931	2 134	
1CC			5 867	2 261	
1C			5 867	2 134	
1D			2 802	2 134	

Annex A (normative)

Corner fittings

Corner fitting locations (centre-to-centre distances and diagonal tolerances) are given in table A.1 and figure A.1.

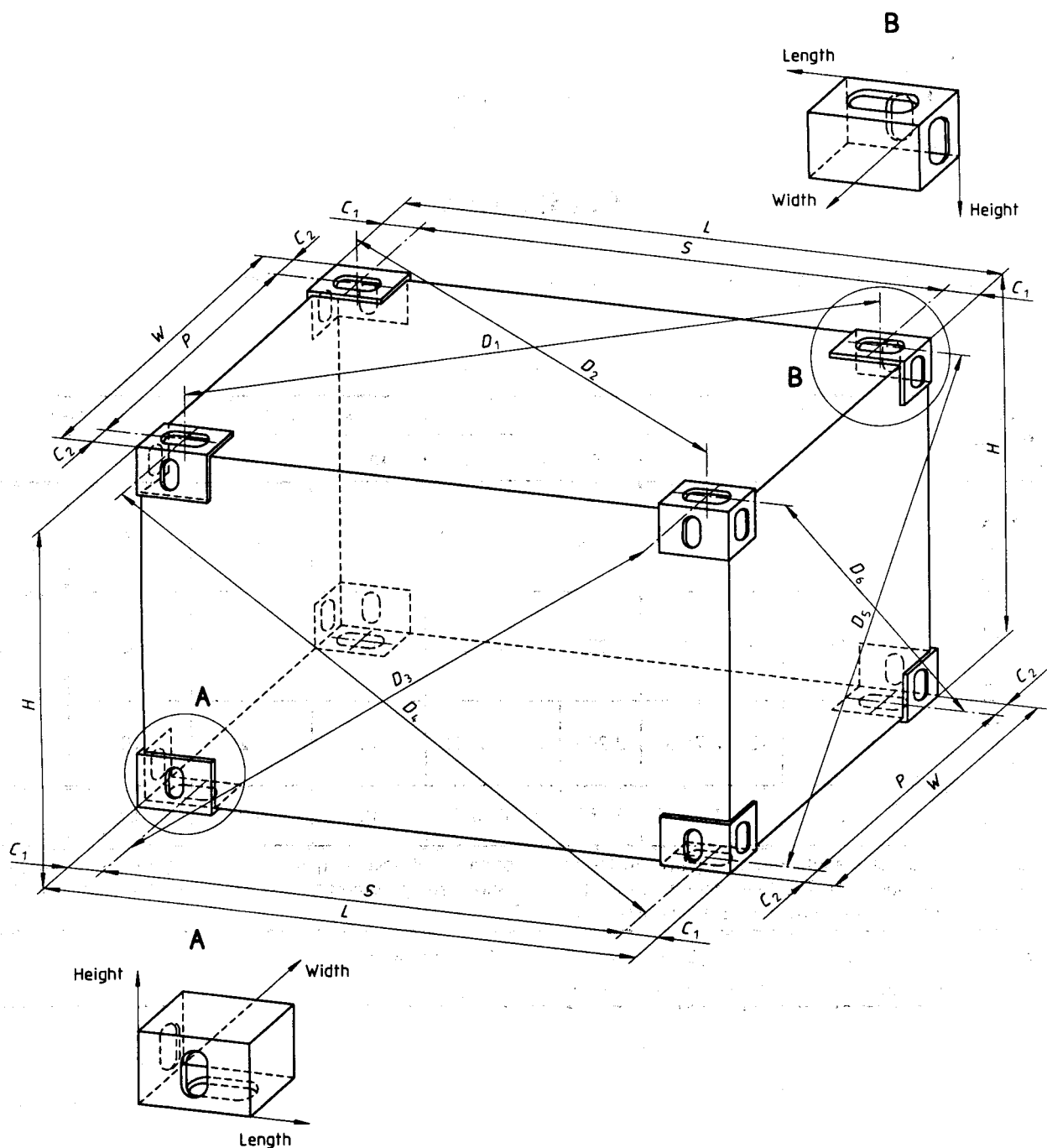
Table A.1

Freight container designation	S (ref.)		P (ref.)			K ₁ max. 1)		K ₂ max. 2)	
	mm	ft in	mm	ft in		mm	in	mm	in
1AAA 1AA 1A 1AX	11 985	39 3 7/8	2 259	7 4 31/32		19	3/4	10	3/8
1BBB 1BB 1B 1BX	8 918	29 3 1/8	2 259	7 4 31/32		16	5/8	10	3/8
1CC 1C 1CX	5 853	19 2 7/16	2 259	7 4 31/32		13	1/2	10	3/8
1D 1DX	2 787	9 1 23/32	2 259	7 4 31/32		10	3/8	10	3/8

NOTE — Attention of manufacturers is drawn to the vital importance of accurately maintaining the reference dimensions of *S* and *P* (see figure A.1). The tolerances to be applied to *S* and *P* are governed by the tolerances shown for the overall length and width in this International Standard and in ISO 1161.

1) K_1 is the difference between D_1 and D_2 or between D_3 and D_4 ; therefore $K_1 = |D_1 - D_2|$ or $K_1 = |D_3 - D_4|$.

2) K_2 is the difference between D_5 and D_6 ; therefore $K_2 = |D_5 - D_6|$.



- C_1 Corner fitting measurement 101,5 mm $^{0}_{-1,5}$ mm (4 in $^{-0}_{-1/16}$ in)
 C_2 Corner fitting measurement 89 mm $^{0}_{-1,5}$ mm (3 1/2 in $^{-0}_{-1/16}$ in)
 D Distance between centres of apertures, or projected reference points therefrom, of diagonally opposite corner fittings, resulting in six measurements: D_1 , D_2 , D_3 , D_4 , D_5 and D_6
 H Overall height
 L External length of the container
 P Width between centres of apertures in corner fittings
 S Length between centres of apertures in corner fittings
 W External width of the container

NOTE — Dimensions L , H and W are measured along the appropriate edges.

Figure A.1 — Corner fitting locations

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